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COUNTRY Poland

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SUBJECT Northern Shipyard, Gdansk

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REFERENCES:

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THIS IS UNEVALUATED INFORMATION

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1. The Northern Shipyard (Stocznia Polnocna) Annex A was located near Jana z Kolna Street. It was situated north of the Gdansk Shipyard, (Stocznia Gdanska)  from which it was separated by a fence. Although adjacent to the Gdansk Shipyard, it was administered separately by the Central Shipbuilding Administration (Centralny Zarzad Przemyslu Okretowego - CZPO).
2. In the years following World War II the Northern Shipyard built fishing trawlers of the lugger type, approximately 40 to 50 m. in length and fishing cutters approximately 30 m. long. When I visited the yard in September 1950, three lugger trawlers and two cutters were under construction. The lugger trawlers, powered by a three cylinder Diesel of Swedish design, were built for the Polish fishing firm Dalmor. The luggers operated with the mother ship NARWIK primarily in the North Sea and in conjunction with the Soviet fishing fleet.
3. The fishing cutters, powered by a direct drive two cylinder semi-Diesel of the Swedish Volund type (150 hp), were built for the Arka Deep Sea Fishing Enterprise. They operated mostly in the northern part of the Baltic Sea. Both the luggers, which had two masts, and the cutters, with one mast, were constructed of steel. Small, wooden boats were also constructed at this yard.

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4. Complete reorganization of the Northern Shipyard as in other Polish shipyards, was begun in 1952. Considerable expansion work was underway by the end of 1952. New slips were under construction, a new shipbuilding hall was planned, while other types of buildings were already constructed. The total number of employees was about 3,000.
5. In 1953, I became aware of the fact that high-level planners were considering transferring the administration of the Northern Shipyard to the Polish Navy for the exclusive construction of war vessels. This was apparently due to the fact that the Polish Navy Shipyard (Stocznia Marynarki Wojennej) at Oksywie could not be easily and economically expanded. In this same year, production at the Northern Shipyard was shifted exclusively to war vessels. I believe mine layers and motor torpedo boats were being built but I do not know any definite characteristics or construction details.

Annex A - Memory Sketch of Northern Shipyard, Gdansk.

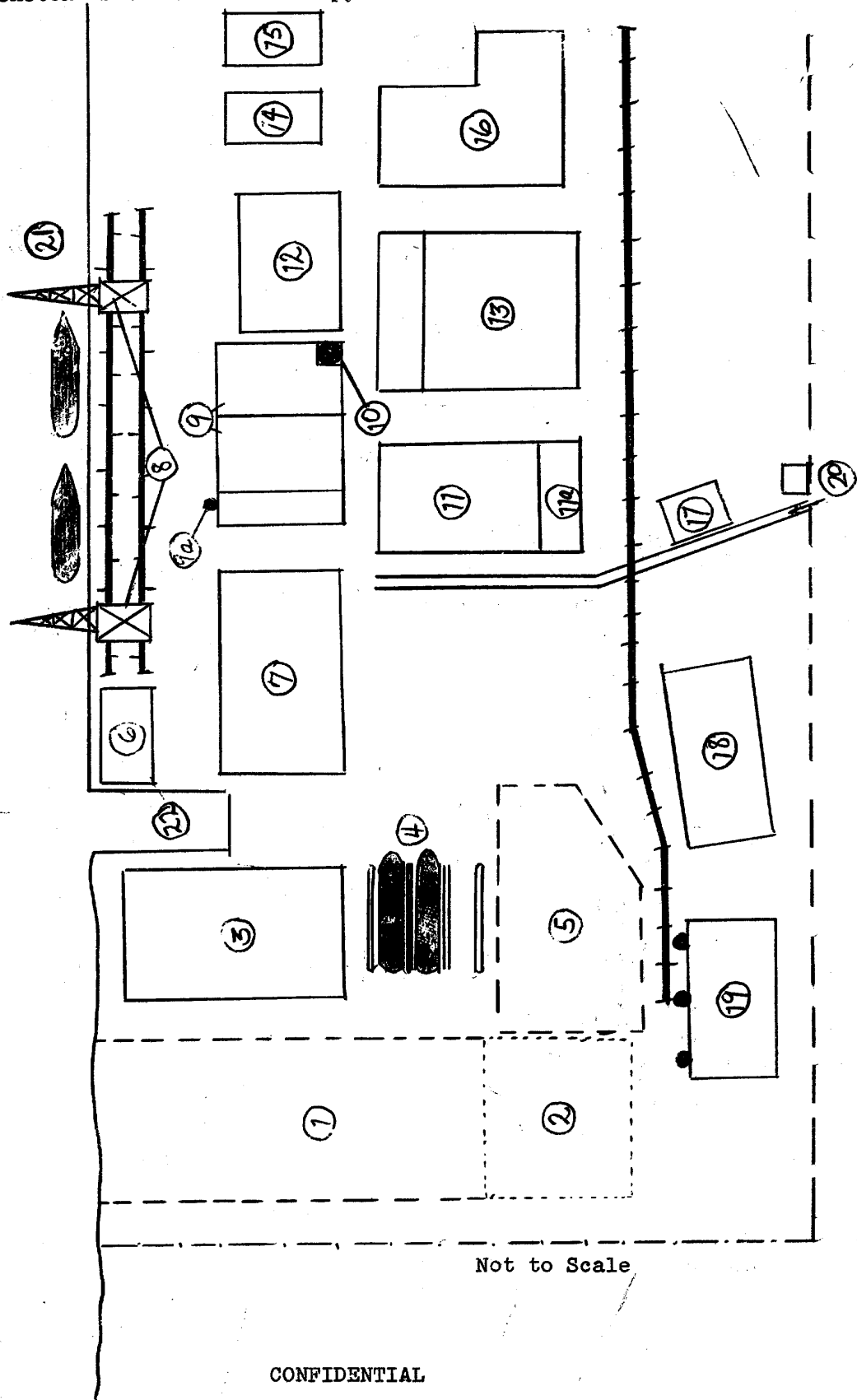
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Annex A:

Memory Sketch of the Northern Shipyard in Gdansk.



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Annex A (Cont'd)

LEGEND

- Point #1. Buildingways: under construction; about 60 - 70 m. x 40 m.
2. Shipbuilding Hall: proposed (1952).
  3. Old Shipbuilding Hall.
  4. Area: for hull construction.
  5. Storage Area: for steel plates.
  6. Assembly Area.
  7. Mechanical Workshop.
  8. Two Portal Jib Cranes.
  9. Smithy and Metal Workshop.
  - 9a. Old Steam Plant.
  10. Water Pressure Tower.
  11. Building Hall: for trolley cars and special railroad freight cars.
  - 11a. Compressor Station.
  12. Storehouse: for ships' equipment.
  13. Building Hall: for life boats.
  14. Administration Building.
  15. Social Building: mess hall, sanitary rooms, etc.
  16. Carpenter Shop.
  17. New Administration Building.
  18. Office Building: housed planning and reorganization offices.
  19. New Steam Plant: with three smokestacks
  20. Entrance Gate.
  21. Marginal Wharf.
  22. Basin: hulls constructed in area, 4, were put into water here.  
(Floating crane was borrowed from the Gdansk Shipyard when needed.)

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